



# INDIAN NOTICES TO MARINERS FOR 2005

(PUBLISHED FORTNIGHTLY ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

EDITION No. 09 DATED 01 MAY 2005

(CONTAIN NOTICES 198 TO 228)

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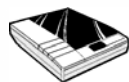
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**Mariner's Obligation and A Chart maker's Plea:** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax No, immediately on discovering new or suspected dangers to navigation, on observing changes/defects to navigational aids, and of short comings in Indian charts or publication. The Hydrographic Note [Form IH – 102] is a convenient form on which to notify such changes. Specimen form is attached at Section X with this notice.

**Chief Hydrographer  
to the Government of India**

**National Hydrographic Office  
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India**

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For the Indian Ocean Area  
**INSIST OF INDIAN CHARTS AND  
PUBLICATIONS**  
(Original, Authentic and Most Up-to-date)

## EXPLANATORY NOTES

**Corrections to Charts and Publications** The Notices in section I provide information on new Indian Charts and Publications where as section II and III contains information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are True, reckoned clockwise from 000° to 359°. Bearing to lights are from seaward.
- (c) Symbols referred to are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section X.

**Temporary and Preliminary Notices** These are indicated by (T) and (P) after the Notice number, and are placed in Section III. A SI Nos. of those in force published quarterly on 1<sup>st</sup> Jan, 01 Apr, 01 Jul and 01 Oct, and their text are published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on the charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

**Source of Information** A star adjacent to the number of a Notice indicates that the notice is based on original source of information.

**Sailing Directions** Corrections for the Sailing Directions are given in Section VI. A summary of corrections in force will be issued in Section VI of the Edition dated 1st January, 1st April, 1st July and 1st October.

**Lights** Corrections to Light List is given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page 11 of the list of Lights.
- (b) Such correction notices to light of list may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only, if it is less than the nominal range.

**Radio Signals** The corrections in Section VIII should be cut and pasted in the appropriate volumes of the List of Radio Signals.

**Radio Navigational Warnings** (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information should be included in the forthcoming edition of N to M or the Chart/publication concerned.

**Laws and Regulations** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the users** Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

**Reliance on Charts and Associated Publications** While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

**Use of Global Positioning System (WGS 84) positions**

(a) The positions of Hydrographic objects shown on Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude values whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network ( Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of danger.

**Source Data on Charts** All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first.

Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

**Further Guidance** The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

## SECTION – I

**List of charts affected by**  
**the Notices 198 to 228 contained in this Edition**

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	227(T)	333	32	200
41	6	208, 209	918	46	225, 226
203	2	203	1235	40	201
208	2	204	1265	40	201
212	3	205	1312	46	223
213	3	206	1353	45	212
288	1	201	1358	45	211, 213
308	5	198, 227(T), 228(T)	1789	46	223
356 (INT 7400)	5	199	2403	45	220, 221, 222
433	7	209	2760	46	207, 208
471	6	208	2777	45	208
2011	3	205	2780	46	210
2021	2	203	2781	46	210
2039	2	204	2882	40	227(T)
2068	2	203	2884	40	201, 227(T)
2077	3	206	2917	45	208
3002 (INT 7410)	5	228(T)	3518	40	202
3012 (INT 7411)	5	228(T)	3773	40	201
3030	5	198	3833	45	214, 221, 222
7707 (INT 707)	1	207	3933	45	215, 216
			3937	45	224
			3945	45	212
			3946	45	213
			3947	45	216, 218, 220
			3948	46	220, 221, 222
			4037	45	219
			4039	46	220
			4044	46	217

**SECTION – II: PERMANENT NOTICES.****INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS****\*198 (09/05)**Source: NHO, Dehradun.  
(HJ/NM/Pub)**(a) NEW INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
3030	15.06.04	INDIA – EAST COAST <b>BHIMUNIPATNAM ANCHORAGE</b> <u>Limits:</u> 17° 50'.00N; 83° 24'.80E. 17° 53'.50N; 83° 29'.40E.	1: 12 500	5	Rs. 1360.00
		<b>APPROACHES TO BHIMUNIPATNAM</b> <u>Limits:</u> 17° 48'.00N; 83° 24'.40E. 17° 54'.80N; 83° 33'.60E.	1: 25 000		

**(b): CHARTS AFFECTED BY THE FOREGOING**

<u>Chart No.</u>	<u>Last Correction</u>	<u>Details</u>
308	(121/05)	Insert new magenta limit and chart number 3030 as follows: <u>Limits:</u> North 17° 54'. 80N; East 83° 33' .60E. South 17° 48'. 00N; West 83° 24' .40E.

**\*199(01/05)****MISCELLANEOUS UPDATES TO CHARTS**

<u>Chart No.</u>	<u>Last Notice</u>	<u>Details</u>
356 (INT 7400)	(136/05)	Refer INM 78/05, read List of Light, Vol F, 0952.5, for 0925.5 (NHO Dehradun: HJ/NM/Pub)

**200 (09/05) EGYPT – Red Sea Coast – El Tur – Mooring buoy.**Source: B.A. notice 1957/05  
(HJ/1134/36)**B.A. chart 333** [previous update 258/03]

Insert



28° 13'.81N., 33° 36'.77E.

**201 (09/05) ARABIA – Shatt al’ Arab – Khwar al Kafka – Al Basrah (Al Bakr) Terminal Southwards and South-westwards – Wrecks. Obstructions.**

Source: B.A. Notice 1796/05 & 1955/05  
(HJ/1133/91)

**Chart 288** [previous update 140/05]

Insert	<sup>7</sup> Wks and extend danger line NE to include position	(a)	29° 35'.99N., 48° 49'.66E. 29° 36'.2N., 48° 50'.8E
Substitute	<sup>7</sup> Wk for <sup>2</sup> Wk		29° 39'.21N., 48° 42'.15E.
	<sup>6</sup> obstns for <del>Wk</del>		29° 36'.87N., 48° 48'.96E.
	<sup>15</sup> Wks, adjacent to:	(a)	above

**B.A. Chart 1235 (INT 7289)** [previous update 139/05]

Insert	<sup>6</sup> <i>Obstn</i>		29° 36'.87N., 48° 48'.50E.
Substitute	<sup>7</sup> Wk for <sup>2</sup> Wk		29° 39'.21N., 48° 42'.15E.
	<sup>9</sup> <i>Obstn</i> for <del>Wk</del> <i>Rep (1991) PA</i>		29° 36'.87N., 48° 48'.96E.
	<sup>13</sup> Wks for <sup>15</sup> Wks		29° 36'.24N., 48° 50'.84E.
	<sup>10</sup> for <sup>15</sup>		29° 36'.13N., 48° 50'.80E.
	<sup>7</sup> Wk for <sup>11</sup> <i>obstn</i>		29° 35'.99N., 48° 49'.66E.

**B.A. Chart 1265 (INT 7291)** [previous update 140/05]

Insert	<sup>6</sup> <i>Obstn</i>		29° 36'.87N., 48° 48'.50E.
Substitute	<sup>9</sup> <i>Obstn</i> for <del>Wk</del> <i>Rep (1991) PA</i>		29° 36'.87N., 48° 48'.96E.
	<sup>13</sup> Wks for <sup>15</sup> Wks		29° 36'.24N., 48° 50'.84E.
	<sup>10</sup> for <sup>15</sup>		29° 36'.13N., 48° 50'.80E.
	<sup>7</sup> Wk for <sup>11</sup> <i>obstn</i>		29° 35'.99N., 48° 49'.66E.

**B.A. Chart 2884 (INT 7278)** [previous update 140/05]

Insert	<sup>7</sup> Wk		29° 35'.99N., 48° 49'.66E.
Substitute	<sup>7</sup> Wk for <sup>2</sup> Wk		29° 39'.21N., 48° 42'.15E.
	<sup>9</sup> <i>Obstn</i> for <del>Wk</del>		29° 36'.87N., 48° 48'.96E.
	<sup>10</sup> Wks for <sup>15</sup> Wks		29° 36'.24N., 48° 50'.84E.

**201 (09/05) ARABIA – Shatt al’ Arab – Khwar al Kafka – Al Basrah (Al Bakr) Terminal Southwards and South-westwards – Wrecks. Obstructions. (continued)**

**B.A. Chart 3773** [previous update 140 /05]

Insert	⑥ Obstn	29° 36'.87N., 48° 48'.50E.
Substitute	⑦ Wk for ② Wk	29° 39'.21N., 48° 42'.15E.
	⑨ Obstn for <del>Rep PA</del>	29° 36'.87N., 48° 48'.96E.
	⑩ Wks for ⑮ Wks	29° 36'.13N., 48° 50'.80E.
	⑦ Wk for ⑪ Obstn	29° 35'.99N., 48° 49'.66E.

**202 (09/05) OMAN – Qalhat – Qalhat LNG Terminal East-south-eastwards – Works.**

Source: B.A. Notice 1893/05

(HJ/1132/20)

**B. A. Chart 3518 (plan E, Qalhat LNG Terminal)** [previous update 464/04]

Insert	legend, Works in progress (2005), centred on:	22° 39'.00N., 59° 26'.20E.
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**\*203 (09/05) INDIA – West Coast – Mundra Port – Mooring.**

Source: Gujarat Maritime Board

(HJ/1131/20)

**Chart 203 (INT 7319)** [previous update 118/05]

Insert	□ (lighted) SPM Fl (2+1)R	22° 40'.65N., 69° 39'.28E.
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**Chart 2021** [previous update 493/04]

Insert	□ (lighted) SPM Fl (2+1)R	22° 40'.65N., 69° 39'.28E.
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**Chart 2068** [previous update 118/05]

Insert	□ (lighted) SPM Fl (2+1)R	22° 40'.65N., 69° 39'.28E.
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**\*204 (09/05) INDIA – Arabian Sea – Gulf of Khambhat Northern Portion – Depth.**

Source: LNG Raahi

(HJ/1130/17)

**Chart 208** [previous update 144/05]

Insert	depth 14 <sub>5</sub> enclosed by 20m contour	21° 34'.17N., 72° 26'.60E.
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**Chart 2039** [previous update 398 /04]

Substitute	depth 14 <sub>5</sub> for 24 <sub>5</sub>	21° 34'.17N., 72° 26'.60E.
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**\*205 (09/05) INDIA – West Coast – Jaigarh Harbour – Light.**

Source: INS Sutlej

Light List vol F, 0578.2

(HJ/1030/76)

**Chart 212** [previous update 494/04]

Amend	characteristic of light to Fl 10s41m6M	17° 18'.33N., 73° 11'.82E.
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**Chart 2011** [previous update 205/04]

Amend	characteristic of light to Fl 10s41m6M	17° 18'.33N., 73° 11'.82E.
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**\*206 (09/05) INDIA – West Coast – Pawas Anchorage – Recommended Anchorage.**

Source: RoS INS Nirdeshak  
(HJ/1030/66)

**Chart 213** [previous update 360/02]

Insert  16° 55'.02N., 73° 14'.77E.

**Chart 2077** [previous update 465/04]

Insert  16° 55'.02N., 73° 14'.77E.

**207 (09/05) INDIAN OCEAN – Kepulauan Mentawai South-westwards and Ninety East Ridge – Data buoys.**

Source: B.A. notice 1870/05  
(HJ/728/45)

Cancel former INM 353(T)/02

**Chart 7707 (INT 707)** [previous update 189/05]

Insert  ODAS 5° 00'.8S., 94° 57'.2E.

1° 36'.2S., 90° 03'.8E.

**B.A. chart 2760** [previous update 170/05]

Insert  ODAS 5° 00'.8S., 94° 57'.2E.

**208 (09/05) MALACCA STRAIT – Dreadnought Bank Southwards–Depth.**

Source: B.A. Notice 1698/05  
(HJ/928/54)

**Chart 41** [previous update 189/05]

Insert  Fl(4)20s25M 5° 33'.5N., 95° 09'.0E.

Amend range of light to, 40M 6° 05'.0N., 95° 07'.0E.

range of light to, 16M 5° 54'.0N., 95° 20'.0E.

**Chart 471** [previous update 346/03]

Insert  Fl(4)20s25M 5° 33'.5N., 95° 10'.0E.

Amend range of light to, 40M 6° 05'.0N., 95° 07'.0E.

range of light to, 16M 5° 54'.0N., 95° 20'.0E.

**B.A. Chart 2760** [previous update 207/05]

Insert  Fl(4)25M 5° 33'.5N., 95° 10'.0E.

Amend range of light to, 40M 6° 04'.0N., 95° 07'.0E.

range of light to, 16M 5° 53'.0N., 95° 20'.0E.

**B.A. Chart 2777** [previous update 189/05]

Amend range of light to, 40M 6° 04'.0N., 95° 06'.9E.

range of light to, 16M 5° 53'.9N., 95° 19'.8E.

range of light to, 25M 5° 33'.2N., 95° 09'.1E.

**BA Chart 2917 (plan A, Selat Benggala and Alur Pelayaran Malaka)** [previous update 189/05]

Amend range of light to, 40M 6° 04'.5N., 95° 06'.9E.

range of light to, 16M 5° 53'.9N., 95° 19'.8E.

range of light to, 25M 5° 33'.2N., 95° 09'.1E.



**209 (09/05) THAILAND – West Coast – Hin Mu Sang – Ko Ma – Lights. Islets.**

Source: B.A. Notice 1816/05  
 Light List Vol. F, 2004/05, 1172, 1182.8  
 (HJ/928/71)

**Chart 41** [previous update 208/05]

Substitute islet for ☆ Fl(2)15M 7° 47'.9N., 98° 38'.0E.

**Chart 433** [previous update 246/03]

Substitute islet, radius 185m for ☆ Fl(2)4s6m15M 7° 47'.8N., 98° 37'.8E.

**210 (09/05) INDONESIA – Sumatera – West Coast – Magnetic variation.**

Source: B.A. notice 1881/05  
 (HJ/828/60)

**B.A. chart 2780** [previous update 440/03]

Amend	legend to, Mag Var 0° 35' W (2005) <i>increasing 1'</i> annually	3° 29'.7S., 99° 30'.0E.
	legend to, Mag Var 0° 20' W (2005) <i>increasing 1'</i> annually	1° 52'.3S., 100° 00'.0E.
	legend to, Mag Var 0° 00' (2005) <i>increasing 1'W</i> annually	2° 59'.6SN., 102° 00'.0E.
Delete	magnetic north arrow, centred on:	3° 26'.0S., 99° 30'.0E.
		1° 48'.0S., 100° 00'.0E.
		2° 55'.0S., 102° 00'.0E.

**BA chart 2781** [previous update 192/05]

Amend	legend to, Mag Var 0° 10' W (2005) <i>increasing 1'</i> annually	4° 59'.5S., 101° 30'.0E.
	legend to, Mag Var 0° 15' W (2005) <i>increasing 1'</i> annually	5° 59'.4S., 103° 45'.0E.
Delete	magnetic north arrow, centred on:	4° 55'.0S., 101° 30'.0E.
		5° 52'.2S., 103° 45'.0E.

**211 (09/05) INDONESIA – Sumatera – North East Coast – Panipahan – Light.**

Source: BA notice 1898/05  
 Light List vol. F, 2004/05, 1385.8  
 (HJ/927/29)

**BA Chart 1358** [previous update 501/04]

Insert ☆ Fl.15s13m11M 2° 28'.34N., 100° 22'.61E.





**212 (09/05) MALAYSIA – Pennisular Malaysia, West Coast – T.Hantu to T.Beras Basah – Harbour developments. Legends. Depths. Drying heights. Obstruction. Lights. Buoyage. Pilot boarding places. Harbour limits. Submarine cables. Submarine pipeline. Landmark.**

Source: BA notice 1888/05

Light List Vol. F, 2004/05, 1554, 1558.5, 1558.7, 1558.73, 1558.76, 1558.9, 1569

(HJ/927/49)

**BA Chart 1353** [previous update 123/05]

Insert	submarine cable,  , joining:	4° 08'.5N., 100° 36'.2E. (  ) 4° 06'.6N., 100° 36'.2E. (a) 4° 03'.6N., 100° 37'.8E. (  )
Delete	former submarine cable,  , joining:	4° 10'.3N., 100° 38'.6E. (shore) (a) above

**BA Chart 3945** [previous update 501/04]

Delete	 Fl.R.12s7M	3° 59'.6N., 100° 47'.2E.
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**213 (09/05) INDONESIA – Sumatera – North-East Coast – Pulau Burung – Light.**

Source: BA notice 1900/05

(HJ/927/28)

**BA Chart 1358** [previous update 211/05]

Insert	 Fl.R.5s11M	2° 06'.97N., 101° 37'.39E.
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**BA Chart 3946** [previous update 403/04]

Insert	 Fl.R.5s13m11M PA	2° 06'.97N., 101° 37'.39E.
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**214 (09/05) INDONESIA – Sumatera – East Coast – Dumai – Depth.**

Source: BA notice 1899/05

(HJ/927/18)

**BA Chart 3833** [previous update 193/05]

Insert	alongside depth, 9.2m Rep (1995), centred on:	(a) 1° 41'.44N., 101° 26'.61E.
Delete	depth 10 <sub>3</sub> , close W of:	(a) above

**215 (09/05) INDONESIA – Sumatera – East Coast – Selat Rupat – Medangkampai North-eastwards – Light-beacons.**

Source: B.A. notice 1901/05

Light List Vol. F, 1402.6, 1402.62, 1402.64

(HJ/927/18)

**BA Chart 3933** [previous update 502/04]

Insert	 Fl.Y.4s6M	1° 39'.71N., 101° 38'.36E.
	 Fl.Y.6s6M	1° 39'.66N., 101° 38'.23E.
	 LFl.Y.5s43m12M	1° 39'.32N., 101° 38'.30E.

**216 (09/05) INDONESIA – Sumatera – East Coast – Selat Rupert – Light – beacon. Obstruction.**

Light List Vol F, 1402.5

Source: B.A. notice 1903/05

(HJ/927/17)

**BA Chart 3933** [previous update 215/05]

Substitute

 Fl(3)15s16m12M for  *obstn*

1° 39'.50N.,101° 50'.51E.

**BA Chart 3947** [previous update 503/04]

Substitute

 Fl(3)15s12M for  *obstn*

1° 39'.5N.,101° 50'.5E.

**217 (09/05) SINGAPORE – Johor Strait – Sembawang – Depths.**

Source: B.A. notice 1880/05

(HJ/927/16)

**BA Chart 4044 (plan C, Sembawang)** [previous update 194/05]

Amend

alongside depth at berth S1 to, *11.6m (2005)*

1° 27'.798N.,103° 50'.077E.

alongside depth at berth S2 to, *10.7m (2005)*

1° 27'.712N.,103° 50'.027E.

alongside depth at berth S3 to, *9.5m (2005)*

1° 27'.642N.,103° 49'.988E.

alongside depth at berth S4 to, *9.4m (2005)*

1° 27'.620N.,103° 49'.948E.

alongside depth at berth S5 to, *9.2m (2005)*

1° 27'.672N.,103° 49'.950E.

alongside depth at berth S6 to, *10.7m (2005)*

1° 27'.740N.,103° 49'.988E.

alongside depth at berth S7 to, *12.0m (2005)*

1° 27'.826N.,103° 50'.036E.

**218 (09/05) INDONESIA – Sumatera – North East Coast – Selat Bengkalis – Approaches to Sungaipakning – Wreck.**

Source: B.A. notice 1902/05

(HJ/927/17)

**BA Chart 3947 (plan A, Pelabuhan Sungaipakning)** [previous update 216/05]

Insert



1° 21'.67N.,102° 11'.16E.

**BA Chart 3947** [previous update 216/05]

Insert



1° 21'.67N.,102° 11'.16E.

**219 (09/05) SINGAPORE – Marina South – mooring buoys.**

Source: B.A. notice 1933/05

(HJ/927/16)

**B.A. chart 4037** [previous update 478/04]

Delete



1° 16'.196N., 103° 51'.359E.

1° 16'.175N., 103° 51'.378E.

1° 16'.158N., 103° 51'.403E.

**220 (09/05) SINGAPORE STRAIT – Pulau Karimun Besar Eastwards – Anchorage areas. Buoyage. Legends.**

Source: B.A. Notice 1906/05

(HJ/927/16)

**BA Chart 2403** [previous update 154/04]

Insert limit of anchorage area, pecked line, joining: (a) 1° 08' .34N., 103° 25' .20E.  
(b) 1° 06' .01N., 103° 30' .00E.  
© 1° 03' .03N., 103° 32' .05E.  
(d) 1° 00' .20N., 103° 30' .31E.  
(e) 1° 06' .22N., 103° 24' .27E.

legend, *Anchorage Area*, within: (a)-(e) above

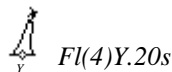


(a) above

© above

Delete former limit of anchorage area, pecked line, joining: (f) (b) above  
(g) 1° 04' .05N., 103° 27' .68E.  
(h) 1° 01' .10N., 103° 30' .30E.  
(i) 1° 02' .20N., 103° 32' .30E.  
(j) 1° 05' .00N., 103° 31' .80E.

legend, *Cargo Transhipment Area*, within: (f)-(j) above

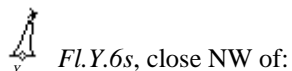


(b) above



(h) above

(i) above



(j) above

**BA Chart 3833** [previous update 214/05]

Insert limit of anchorage area, pecked line, joining: (a) 1° 08' .34N., 103° 25' .20E.  
(b) 1° 06' .01N., 103° 30' .00E.  
© 1° 03' .03N., 103° 32' .05E.  
(d) 1° 00' .20N., 103° 30' .31E.  
(e) 1° 06' .22N., 103° 24' .27E.

legend, *Anchorage Area*, within: (a)-(e) above

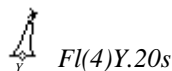


(a) above

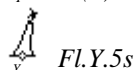
© above

Delete former limit of anchorage area, pecked line, joining: (f) 1° 06' .08N., 103° 30' .00E.  
(g) 1° 04' .05N., 103° 27' .68E.  
(h) 1° 01' .10N., 103° 30' .30E.  
(i) 1° 02' .20N., 103° 32' .30E.  
(j) 1° 05' .00N., 103° 31' .80E.

legend, *Cargo Transhipment Area*, within: (f)-(j) above




(f) above



(h) above

220 (09/05) **SINGAPORE STRAIT – Pulau Karimun Besar Eastwards – Anchorage areas. Buoyage. Legends. (continued).**

			(i) above
			(j) above
	 Fl.Y.6s, close NW of:		
<b>B.A. Chart 3947</b>	[previous update 218/05]		
Insert	limit of anchorage area, pecked line, joining:	(a)	1° 05' .55N., 103° 25' .05E. (S. border)
		(b)	1° 06' .23N., 103° 24' .37E.
		(c)	1° 08' .35N., 103° 25' .30E.
		(d)	1° 06' .02N., 103° 30' .10E.
		(e)	1° 05' .55N., 103° 30' .42E. (S. border)
	Legend, <i>Anchorage Area</i> , within:		(a)-(e) above
Delete	Former limit of anchorage area, pecked line, joining:		1° 05' .55N., 103° 29' .95E (S. border)
			(d) above
			1° 05' .55N., 103° 30' .95E (S. border)
	legend, <i>Cargo Transhiment Area</i> , centred on:		1° 05' .80N., 103° 28' .70E
<b>B.A. Chart 3948</b>	[previous update 154/05]		
Insert	limit of anchorage area, pecked line, joining:	(a)	1° 02' .10N., 103° 31' .36E. (N. border)
		(b)	1° 00' .21N., 103° 30' .20E.
		(c)	1° 02' .70N., 103° 27' .70E. (N border)
	legend, <i>Anchorage Area</i> , within:		(a)-(c) above
Delete	former limit of anchorage area, pecked line joining:		1° 02' .70N., 103° 28' .75E (N. border)
			1° 02' .42N., 103° 29' .00E. and
		(d)	1° 02' .10N., 103° 29' .29E. (N. border)
		(e)	1° 01' .10N., 103° 30' .17E.
		(f)	1° 02' .10N., 103° 32' .00E. (N border)
	legend, <i>Cargo Transhiment Area</i> , centred on:		(d)-(f) above
	 Fl.Y.5s		(e) above
<b>B.A. Chart 4039</b>	[previous update 174/05]		
Insert	Limit of anchorage area, pecked line, joining:		1° 04' .27N., 103° 31' .20E. (W. border)
			1° 03' .59N., 103° 31' .67E.
	Legend, <i>Anchorage Area</i> , centred on:		1° 03' .85N., 103° 31' .32E.
Delete	Former limit of anchorage area, pecked line joining:		1° 05' .38N., 103° 31' .20E. (W. border)

**220 (09/05) SINGAPORE STRAIT – Pulau Karimun Besar Eastwards – Anchorage areas. Buoyage. Legends. (continued).**

(a) 1° 05′.00N., 103° 31′.80E.

1° 03′.59N., 103° 32′.05E.

legend, *Cargo Transhiment Area* ⚓, centred on:

1° 04′.20N., 103° 31′.57E.



Fl.Y.6s, close NW of:

(a) above

**221 (09/05) INDONESIA – Sumatera –East Coast – Pulau Jangkat Westwards – Selat Durian – Wreck.**

Source: B.A. notice 1905/05

(HJ/927/06)

**BA Chart 2403** [previous update 220/05]

Insert



0° 58′.58N., 103° 35′.36E.

**BA Chart 3833** [previous update 214/05]

Insert



0° 58′.58N., 103° 35′.36E.

**BA Chart 3948** [previous update 220/05]

Insert



0° 58′.59N., 103° 35′.25E.

**222 (09/05) SINGAPORE STRAIT– Pulau Batam – T. Uncang – Pulau Kepalajerih, West Coast – Sugi Northwards – Jetty. Rocks. Bridge. Depth.**

Source: B.A. notice 1904/05

(HJ/927/05)

**BA Chart 2403** [previous update 221/05]

Insert



1° 00′.01N., 103° 45′.62E.

0° 59′.86N., 103° 45′.67E.

0° 59′.58N., 103° 44′.91E.

0° 59′.30N., 103° 45′.02E.

0° 59′.82N., 103° 46′.49E.

0° 58′.19N., 103° 46′.08E.

**BA Chart 3833** [previous update 221/05]

Insert



1° 00′.01N., 103° 45′.62E.

0° 59′.86N., 103° 45′.67E.

0° 59′.58N., 103° 44′.91E.

0° 59′.30N., 103° 45′.02E.


0° 59′.82N., 103° 46′.49E.

0° 58′.19N., 103° 46′.08E.

0° 58′.76N., 103° 48′.34E.

1° 05′.79N., 103° 53′.24E.

**222 (09/05) SINGAPORE STRAIT– Pulau Batam – T. Uncang – Pulau Kepalajerih, West Coast – Sugi Northwards – Jetty. Rocks. Bridge. Depth (continued).**

	jetty, single firm line, joining:	1° 05′ .61N.,103° 53′ .38E.(shore)
		1° 05′ .94N.,103° 53′ .38E.
Delete	depth 8 <sub>5</sub>	1° 05′ .80N.,103° 53′ .38E.
<b>BA Chart 3948</b> [previous update 221/05]		
Insert	Bridge, double firm line, width 20m, joining:	0° 56′ .71N.,104° 04′ .60E.(shore)
		0° 56′ .80N.,104° 04′ .58E.(shore)
		0° 53′ .48N.,103° 44′ .46E.
		1° 00′ .00N.,103° 45′ .51E.
		0° 59′ .90N.,103° 45′ .58E.
		0° 59′ .59N.,103° 44′ .80E.
		0° 59′ .29N.,103° 44′ .91E.
		0° 58′ .85N.,103° 46′ .39E.
		0° 58′ .20N.,103° 45′ .97E.
		0° 58′ .76N.,103° 48′ .21E.

**223 (09/05) INDONESIA – Sumatera – Pulau-Pulau Lingga – Singkep Westwards – Karang Speke – Light-beacon.**

Light List Vol. K, 0978

Source: B.A. notice 1895/05

(HJ/728/45)

**BA chart 1312** [previous update 99/05]

Amend Light-beacon to, Fl.3s12M 0° 37′ .0S., 104° 06′ .0E.

**BA chart 1789** [previous update 422/04]

Amend Light-beacon to, Fl.3s15m12M 0° 36′ .8S., 104° 06′ .2E.

**224 (09/05) INDONESIA – Sumatera – Selat Riau – Kabil North-north-eastwards – Buoyage.**

Source: B.A. notice 1797/05

(HJ/927/05)

**BA chart 3937 (plan D, Tanjungban and Approaches)** [previous update 83/05]

Insert	 Fl.G.5s	1° 06′ .35N., 104° 08′ .92E.
	 Fl.R.5s	1° 06′ .27N., 104° 08′ .82E.

**225 (09/05) INDONESIA – Jawa – West Coast – Merak– Pulau Merak Kecil Westwards – Buoy.**

Source: B.A. notice 1908/05

(HJ/827/05)

**BA chart 918 (plan G, Merak)** [previous update 195/05]

Insert  Fl.G.8s No. 1 5° 56′ .53S., 105° 59′ .62E.

**226 (09/05) INDONESIA – Jawa – North Coast – Approaches to Tegal – Light-beacons.**

Source: B.A. notice 1707/05

*(HJ/727/30)***BA chart 918 (plan B, Tegal)** [*previous update 225/05*]

Insert



Fl.G.4s6m5M

6° 50'.527S., 109° 07'.840E.



Fl.R.4s6m5M

6° 50'.527S., 109° 07'.922E.



**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**

**227 (T) (09/05) KUWAIT – Approaches to Mina’ al Ahmadi, Mina’ Ash Shu’aybah and Mina’ ‘Abd Allah – Traffic separation schemes.**

Source: BA notice 1910(T)/05  
(HJ/1133/81)

1. Two new traffic separation schemes for the approaches to the ports of Mina’ al Ahmadi, Mina’ Ash Shu’aybah and Mina’ ‘Abd Allah have been adopted by the International Maritime Organization and are to be Implemented on 1 July 2005.
2. The traffic separation schemes are shown on the accompanying diagram. The numbered positions on the diagram relate to the positions listed below. All positions are referred to WGS84 Datum.
3. Details of the North Scheme are as follows:
  - a) A traffic separation zone joining the following positions:
    - (1) 29° 03'.40N., 048° 45'.00E.
    - (2) 29° 05'.85N., 048° 30'.00E.
    - (3) 29° 06'.97N., 048° 27'.57E.
    - (4) 29° 05'.80N., 048° 26'.00E.
    - (5) 29° 03'.35N., 048° 28'.10E.
    - (6) 29° 03'.40N., 048° 34'.50E.
    - (7) 29° 01'.40N., 048° 45'.00E.
  - b) A traffic lane for inbound traffic between the separation zone (3a. (1)-(7) above) and the following positions
    - (8) 29° 04'.50N., 048° 45'.00E.
    - (9) 29° 06'.85N., 048° 30'.00E.
    - (10) 29° 07'.60N., 048° 28'.40E.
  - c) A traffic lane for outbound traffic between the separation zone (3a.(1)-(7) above) and the following Positions:
    - (11) 29° 05'.28N., 048° 25'.22E.
    - (12) 29° 02'.40N., 048° 27'.80E.
    - (13) 29° 02'.55N., 048° 34'.50E.
    - (14) 29° 00'.50N., 048° 45'.00E.
  - d) A traffic separation zone joining the following positions:
    - (15) 29° 07'.94N., 048° 25'.75E.
    - (16) 29° 07'.40N., 048° 24'.77E.
    - (17) 29° 09'.20N., 048° 23'.00E.
  - e) A traffic separation line joining the following positions:
    - (17) 29° 09'.20N., 048° 23'.00E.
    - (18) 29° 12'.30N., 048° 15'.00E.
  - f) A traffic lane for inbound traffic between the separation zone (3d.(15)-(17) above) and separation Line (3e. (17)-(18) above) and the following positions:
    - (19) 29° 08'.40N., 048° 26'.62E.
    - (20) 29° 10'.05N., 048° 23'.40E.
    - (21) 29° 13'.20N., 048° 15'.00E.
  - g) A traffic lane for outbound traffic between the separation zone (3d.(15)-(17) above) and separation line (3e.(17)-(18) above) and the following positions:
    - (22) 29° 11'.45N., 048° 15'.00E.
    - (23) 29° 08'.70N., 048° 22'.20E.
    - (24) 29° 06'.85N., 048° 23'.82E.
  - h) A first precautionary area joining the following positions:
    - (21) 29° 13'.20N., 048° 15'.00E.
    - (22) 29° 11'.45N., 048° 15'.00E.
    - (25) 29° 11'.45N., 048° 11'.60E.
    - (26) 29° 15'.00N., 048° 09'.60E.
    - (27) 29° 15'.00N., 048° 13'.40E.
  - i) A second precautionary area joining the following positions:
    - (10) 29° 07'.60N., 048° 28'.40E.
    - (11) 29° 05'.28N., 048° 25'.22E.

**227 (T) (09/05) KUWAIT – Approaches to Mina’ al Ahmadi, Mina’ Ash Shu’aybah and Mina’ ‘Abd Allah – Traffic separation schemes (continued).**

(24) 29° 06'.85N., 048° 23'.82E.

(19) 29° 08'.40N., 048° 26'.62E.

- j) A yellow special mark junction buoy will be established in position (17). 29° 09'.20N., 048° 23'.00E.  
 k) The Mina’ al Ahmadi Deep Water Departure Channel will continue to be used for outbound deep draught tankers.

4. Details of the South Scheme are as follows:

- a) A traffic separation zone joining the following positions:

(28) 28° 57'.70N., 048° 26'.95E.

(29) 28° 57'.00N., 048° 26'.00E.

(30) 29° 00'.40N., 048° 22'.96E.

- b) A traffic separation line joining the following positions:

(30) 29° 00'.40N., 048° 22'.96E.

(31) 29° 02'.60N., 048° 17'.65E.

- c) A traffic lane for inbound traffic between the separation zone (4a.(28)-(30) above) and separation line (4b.(30)-(31) above) and the following positions:

(32) 28° 58'.40N., 048° 27'.60E.

(33) 29° 01'.15N., 048° 23'.50E.

(34) 29° 03'.30N., 048° 18'.40E.

- d) A traffic lane for outbound traffic between the separation zone (4a.(28)-(30) above) and separation line (4b.(30)-(31) above) and the following positions:

(35) 29° 01'.90N., 048° 17'.00E.

(36) 28° 59'.80N., 048° 22'.00E.

(37) 28° 56'.30N., 048° 25'.10E.

- e) A yellow special mark junction buoy will be established in position (30). 29° 00'.40N., 048° 22'.96E.

5. These traffic separation schemes are included in a New Edition of BA chart 1223 published 10 March 2005 and a New Edition of BA chart 3773 published 7 April 2005. NM blocks will be produced for smaller scale BA Charts 2882,2884,2847 and 2858 before the implementation date of 1 July 2005.

**Charts affected: 20 – 288 – BA 2882 – BA 2884 (INT 7278)**

**\*228 (T) (09/05) INDIA – East Coast – Visakhapatnam Harbour – Buoys.**

Source: Visakhapatnam Port Trust

(HJ/1029/76)

1. Channel marking buoys have been relaid as following:

a) Stbd hand buoy (near Dry Dock) 17° 41'.28N., 083° 17'.08E.

b) Stbd hand buoy (near Venkateswara temple) 17° 41'.23N., 083° 17'.42E.

c) Port hand buoy (near Dutch Battery) 17° 41'.22N., 083° 17'.68E.

2. Cancel former INM 65(T)/05.

**Charts affected: 308 – 3002 (INT 7410) – 3012 (INT 7411)**

## SECTION – IV: MARINE INFORMATION

### Ship Reporting System (INDSAR)

A ship reporting system INDSAR has been activated w.e.f 01 Feb 2003 in the Indian Search and Rescue Region (ISRR), for timely position reporting which is critical for quick response and ensuring safety of life at sea. Mariners in the ISR Region are requested to pass relevant rescue information to the Maritime Rescue Coordinating Centre (MRCC) Mumbai on INMARSAT Code 43, or using any of the following Contact details:-

#### MRCC Mumbai contact details

Tel : 022-24376133  
 Fax : 022-24333727  
 INMARSAT : 00583 441 907 210  
 E-mail : indsar@vsnl.net

### Tsunami Notices

#### **52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.**

Source: NHO, Dehradun

(HJ/NM/Gen)

1. Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

**Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka**

#### **\*88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A & N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

**Charts affected: 4011 - 4017**

#### **\*105 (T) (03/05) INDIA – Andaman Sea – Nicobar islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

1. It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

**Charts affected: 4011**

**\*106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak  
(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:
  - Nancowry Island
  - (a) Stbd hand mark No. 1                    08° 01'.96N., 93° 32'.85E.
  - (b) Port hand mark No. 2                    08° 01'.80N., 93° 32'.86E.
  - (c) Port hand mark No. 4                    08° 01'.82N., 93° 32'.30E.
  - (d) North east lighted beacon            08° 01'.60N., 93° 33'.80E.
  - (e) Reid Point beacon                    08° 01'.48N., 93° 33'.35E.
  - (f) Mayo Point beacon                    08° 01'.60N., 93° 32'.53E.
  - Mayabundar Island
  - (g) Takla west beacon                    12° 55'.53N., 92° 53'.46E.
  - Port Blair
  - (h) Bamboo flat beacon                    11° 41'.33N., 92° 43'.20E.
  - (i) Range flat beacon                    11° 41'.21N., 92° 43'.06E.

2. Mariners to exercise caution while navigating through this area.

**Charts affected: 4005 – 4006 – 4008 – 4012 – 4016**

**134 (T) (05/05) SRILANKA – South Coast – Great Basses Reef and Little Basses Reef – Lights.**

Source: B.A. notice 746(T)/05  
(HJ/929/68)

1. The lights at Great Basses Reef (6° 10'.9N., 81° 28'.8E.) and Little Basses Reef (6° 24'.4N., 81° 43'.8E.) have been extinguished until further notice.

**Charts affected: 23 – 32 (INT 754) – 33 – 264 – 359.**

**\*135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak  
(HJ/1028/07)

1. It is reported that the coastline in the area had undergone drastic changes. The Hut Bay breakwater has been breached at several places. The entire approach road and breakwater light at position 10° 35'.81N., 92° 33'.83E. has been destroyed. The passenger jetty is not safe to approach as the wreck of the fallen crane is a hazard to navigation.
2. Mariners are to exercise caution while navigating through this area.

**Charts affected: 4010**

**\*160 (T) (06/05) INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.**

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak  
(HJ/928/76)

1. It is reported that following rocks have been found at position
  - (a) New Rock                    07° 01'.370N., 093° 55'.310E.
  - (b) Sunken boat                    06° 59'.870N., 093° 55'.560E.
2. The Leading transit mark 323° on the beach was broken and damaged. A portion of the approach arm to the jetty was collapsed and the jetty has been damaged and is not fit for use. The debris of the jetty was lying westwards of the approach arm. The breakwater light and the Chisen point light are non-operational. The seaward end of the breakwater is sunk.

**Charts affected: 409 – 471 – 472 (INT 7032) – 4035.**

**SECTION – V: NAVIGATIONAL WARNINGS IN FORCE**

- For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force :- The serial numbers of all the NAVAREAS warnings in force as on 01 May 2005, covering the entire world are listed below against the respective NAVAREA

<b><u>NAVAREA No.</u></b>	<b><u>Location</u></b>	<b><u>Last NAVAREA Sl. received</u></b>	
I	N.E. Atlantic	112	2001 series: 510 2003 series: 417. 2004 series: 317 356 385 394 432 449 463. 2005 series: 030 041 046 067 075 094 095 104 406 107 109 110 111 112 113.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	213	2005 series: 139 144 149 154 156 159 172 173 181 186 187 188 189 190 191 193 196 198 199 200 201 204 205 207 210 212 213.
IV	N.W. Atlantic	Nil	2004 series: 228 323.
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	049	2005 Series: 030 034 037 042 043 045 047 048.
VIII	Indian Ocean	284	2005 series : 010 023 045 047 051 054 058 128 131 141 143 148 161 167 192 196 200 212 216 217 220 226 236 237 238 240 241 245 250 251 254 255 261 262 263 265 270 271 272 273 274 275 277 278 279 280 281 282 283.
IX	Persian Gulf, Red Sea, NW Arabian Sea	056	2001 series : 312. 2003 series : 023 120 177 236 237 239 273. 2004 series : 025 036 070 079 088 107 109 134 135 151 184 206 207 224 239 249 259 260 268 269 280 284 288 . 2005 series : 009 013 014 017 020 022 026 027 030 034 037 038 039 040 045 046 047 048 049 050 051 052 053 054 055 056.
X	Australia, New Guinea	010	2004 series: 007.
XI	Malacca Strait, China Sea, N. Pacific	0149	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 0555 0677 0687. 2001 series: 0182 0775. 2002 series: 0839. 2003 series: 0106 0273 0303 0304. 2004 series: 0091 0246 0267 0271 0272 0283 0285 0321 0338 0361 0402 0474 0484 0555 0571. 2005 series: 0004 0022 0024 0025 0026 0030

			0044 0047 0051 0060 0062 0063 0084 0099 0101 0116 0127 0128 0129 0130 0134 0135 0136 0137 0138 0139 0143 0144 0145 0146 0147 0148.
XII	N.E. Pacific	Nil	2004 series: 186 197.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	013	2004 series: 087. 2005 series: 007.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2003 series: 993. 2004 series: 84 694 1011. 2005 series: 529.
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

**SECTION – VI: CORRECTIONS TO SAILING DIRECTION**

**NIL**

**SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS**

<b><u>No.</u></b>	<b><u>Name &amp; Location</u></b>	<b><u>Position (Lat-Long)</u></b>	<b><u>Charact- eristics</u></b>	<b><u>Ht. mts.</u></b>	<b><u>Range miles</u></b>	<b><u>Structure &amp; Height (mts)</u></b>	<b><u>Remarks</u></b>
D7315	Ras Marbat. Breakwater. Head	16 59.3 54 41.1	Fl G 9s	7	6	Metal Post 2	*
D7321.62	- No 1 Berth. SE corner	23 37.63 58 34.31	F G	2	2		*
*	*	*	*	*	*	*	*
D7321.7	- No 6 Berth. NE corner	23 37.57 58 34.14	F R	2	2		*
D7321.74	- No 11 Berth. SE corner	23 37.42 58 33.95	F R	2	2	...	Can be obscured by background shore lights *
D7321.76	- Shiplift. SE corner	23 37.7 58 33.88	F G	2	2		*
D7321.78	-- NW corner	23 37.39 58 33.86	F G	2	2		*
D7324.6	- Entrance. No 1	23 50.38 57 32.73	Q G	6	3	Green $\Delta$ on green pile	Ra refl *
D7324.65	-- No 2	23 50.33 57 32.84	Q R	6	3	Red $\Delta$ on red pile	Ra refl *
D7325.6	<i>Remove from List</i>						
D7325.62	<i>Remove from List</i>						
D7325.64	<i>Remove from List</i>						
D7325.66	<i>Remove from List</i>						
F 0578.2	- Damankul	17 18.2 73 12.0	Fl(1)W 10s *	41	6	White framework tower 9	*
F0964	<b>Vakalapudi</b>	17 00.8 82 17.1	Fl(3)W 15s	28	<b>20</b>	White round masonry tower, red bands 23	Storm Signals. ( <b>Reserve light in operation range 10M 2004. Racon reported 2005</b> ) *
	*				*		*
F 1078	<i>Dagon Lt V</i>	15 59.53 96 14.53	Fl(3)W 20s	21	6	35	Ra refl *
	*			*	*	*	*
F1163	<b>Ko Phayam</b>	9 43.9 98 23.1	Fl(2)W 12s	59	<b>15</b>	White metal framework tower 15	<i>fl1, ec 2, fl1, ec 8. TE 2005</i> *



<u>No.</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
<b>F1165</b>	<b>Ko Luk Kam Tai</b> (Double Island)	9 27.2 98 19.8	Fl W 8s	97	<b>15</b>	White metal framework tower 15	<i>fl</i> 0.5, <b>TE 2005</b>  *
<b>F1166</b>	Ko Ra. N end. Takua Pa	9 15.70 98 18.57	Fl(3)W 8s	36	13	White brick tower 9	<i>(fl</i> 0.5, <i>ec</i> 1) <i>x</i> 2, <i>fl</i> 0.5, <i>ec</i> 4.5. <b>TE 2005</b> *
<b>F1182.8</b>	<i>Remove from List</i>						
<b>F1205</b>	<b>- North Point</b>	11 42.2 92 45.4	Fl(2)W 12s	72	<b>20</b>	White round metal tower, red diagonal stripes 35	<i>fl</i> 0.3, <i>ec</i> 2.7, <i>fl</i> 0.3, <i>ec</i> 8.7. <b>Reduced range (T) 2005.</b> Racon  *
<b>F 1385.8</b>	Panipahan	2 28.32 100 22.52	Fl W 5s	13	11	White beacon	<i>fl</i> 0.5  *
*	*	*	*	*	*	*	*
<b>F 1395.2</b>	-	2 06.97 101 37.39	Fl R 5s	13	11	Red beacon	<i>fl</i> 0.5  *
*	*	*	*	*	*	*	*
<b>F1402.5</b>	-	1 39.48 101 50.59	Fl(3)W 15s	16	12	White metal framework towe 13	<i>(fl</i> 0.5, <i>ec</i> 1.5) <i>x</i> 2, <i>fl</i> 0.5, <i>ec</i> 10.5. Racon  *
<b>F 1402.6</b>	-	1 39.65 101 38.30	LFl W 5s	43	12	White beacon	<i>fl</i> 2  *
*	*	*	*	*	*	*	*
<b>F 1402.62</b>	-	1 39.66 101 38.23	Fl Y 6s	7	6	Yellow pipe beacon	<i>fl</i> 1  *
*	*	*	*	*	*	*	*
<b>F 1402.64</b>	-	1 39.71 101 38.36	Fl Y 4s	7	6	Yellow pipe beacon	<i>fl</i> 1  *
*	*	*	*	*	*	*	*
<b>F 1404.1</b>	- Ldg Lts about 270°. Rear. C	1 32.24 101 54.54	Iso W 4s	29	12	White metal framework tower 28	Vis 265.75°-274.25°(8.5°)  *
<b>F1417.2</b>	- Lubuh	0 39.00 103 23.92	Fl W 8s	<b>35</b>	12	White beacon	<i>fl</i> 0.5  *
<b>F1429</b>	Tg Datu	0 00.12 103 48.85 *	Fl W 5s	<b>16</b>	12	...	<i>fl</i> 0.5 For lights to the south see K0981  *
<b>F1557.5</b>	<i>Remove from List</i>						
<b>F1560.7</b>	<i>Remove from List</i>						

<u>No.</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
<b>F1576.2</b>	Sungai Sekinchang	3 29.7 101 05.4	Fl G 4s	7	5	White structure	<b>Damaged (T) 2005</b> *
<b>F 1808</b>	Karang Heleputan (Kr Keluputan)	0 37.25 105 08.50	Fl W 6s	17 *	12 *	White beacon 10	<i>fl 0.5</i> *
<b>F 1832</b>	- <b>Pulau Mangkai</b>	3 05.0 105 36.0	Fl(2)W 12s  *	196	<b>25</b>	White metal framework tower 40	<i>fl 1, ec 2, ec 8. Vis 338°- 239°(261°). Partially obscured westward within 1.5M; obscured eastward within 3.2M. Racon</i> *
<b>F 1847.5</b>	- Pulau Serasan	2 28.67 109 01.08	Fl G 3s	13	10	Green beacon	<i>fl 0.5. TE 2004</i> *
<b>K 0861.5</b>	Gosong Gedang	1 03.1 100 15.1	Fl W 3s	17	10	Beacon	<b>Destroyed (T) 2004</b> *
<b>K 0873</b>	Pulau Bintanggor	1 09.0 100 19.5	Fl W 5s	116	10	White framework tower 15	<b>TE 2004</b> *
<b>K 0876.2</b>	- Tg Sakaladat	1 11.52 98 36.28	Fl W 4s	21	13	White beacon	<i>fl 0.5. Ra refl. TE 2004</i> *
<b>K 0878.1</b>	- Siuban	2 11.07 99 43.75	Fl W 5s	14	6	White framework tower 12	<i>fl 0.5. Destroyed (T) 2004</i> *
<b>K 0883.65</b>	-Tg Bio	3 20.55 100 27.98	Fl W 4s	21	13	White beacon	<i>fl 0.5. Ra refl. TE 2004</i> *
<b>K 0923</b>	Condonglaut	5 33.87 105 20.50  *                   *	Fl G 4s	88	7	Green metal framework structure 15	<i>fl 0.5</i>  *
<b>K 0938.41</b>	--- Rear	2 26.57 104 56.20  *                   *	Fl W 3s	17	10	White ▽ on white beacon 14	<i>Vis 151°-157°(6°). TE 2004</i>  *
<b>K 0939.2</b>	- Singris Island	2 34.3 104 56.3	Fl R 5s	10	7	Red □ on red beacon 10	<i>fl 0.5. Destroyed (T) 2004</i> *
<b>K 0939.64</b>	- Pegadjahan	2 37.12 104 56.10	LFl W 7s	...	...	White beacon 10	<i>fl 2. Destroyed (T) 2004</i> *
<b>K 0939.7</b>	- <b>Ayam Island</b>	2 40.05 104 56.30	LFl G 5s	22	<b>23</b>	Green △ on green beacon 17	<i>fl 2. Destroyed (T) 2004</i>  *

<u>No.</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
<b>K 0940</b>	- E Bank. S of Upang	2 45.83 104 57.13 *	Fl R 2s	...	6	▽ on white metal framework tower	<i>fl 0.5. Destroyed (T) 2004</i> *
<b>K 0941.4</b>	-Jaran. Ldg Lts 218°21'. Front	2 48.68 104 54.47	Fl W 3s	10	6	White △ on white beacon 10	<i>fl 0.5. Destroyed (T) 2004</i> *
<b>K 0958</b>	- Dabo Singkep. Jetty. Head	0 29.57 104 33.50 *	Fl W 3s	15	12	White beacon 10	<i>fl 0.5</i> *
<b>K 0978</b>	- Karang Speke	0 36.8 104 06.1	Fl W 3s	15	12	White metal framework tower 10	<i>fl 0.5</i> *
<b>K 1044.65</b>	-AA OILFIELD.AAC	5 14.76 106 32.94 *	Lit	...	...	Platform	*
	* *	* *	*	*	*	*	*
<b>K 1062</b>	<b>Damar Besar.</b> W Point	5 57.5 106 50.5	Fl(4)W 20s	52	<b>19</b>	White metal tower 52	Obscured 112°-116°(4°). Racon. <b>Range 12M (T) 2004</b> *
<b>K 1064</b>	Karang Nirwana	6 01.83 106 51.20	Fl G 5s	13	12	Green beacon 10	<i>fl 0.5</i> *
<b>K 1082.045</b>	- UC-5	6 06.10 107 51.44	Lit				
*	-- *	... *	Horn	*	*	*	*
<b>K 1082.41</b>	- LESA-5	5 58.58 107 33.90	Lit	...	...	Platform	
	-- *	... *	Horn	*			*
<b>K 1082.452</b>	- KLB-13	6 02.51 107 30.99	Lit	...	...	Platform	
	-- *	... *	Horn	*			*
<b>K 1082.7</b>	-KKNA-4	6 05.48 107 34.82	Lit	...	...	Platform	
	-- *	... *	Horn	*			*
<b>K 1197.5</b>	Jeruk-2	7 21.19 113 05.01 *	Lit				
*	* *	* *	*	*	*	*	*

**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**

**VOL. 1, 1987**

*(Last correction: Edition No. 17 dated 01 Sep 2004)*

**NIL**

**VOL. 2, 1995**

*(Last correction: Edition No.08 dated 01 Apr 2005)*

**NIL**

**B.A. VOL. 3 Part 1, NP 283(1), 2002/03**

*(Last correction: Edition No. 19 dated 01 Oct 2003)*

**NIL**

**VOL. 5, 1997/98**

*(Last correction: Edition No. 20 dated 15 Oct 2004)*

**NIL**

**VOL. 6, 1987**

*(Last correction: Edition No. 18 dated 15 Sep 2003)*

**NIL**

**B.A, VOL. 7, 1997/98-PART 2**

*(Last correction: Edition No. 16 dated 15 Aug 2000)*

**NIL**

**VOL. 8, 1999**

*(Last correction: Edition No. 03 dated 01 Feb 2005)*

**NIL**

**SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS**

All mariners are advised to exercise extreme caution while using the Global Positioning System positions in WGS 84 datum on the Indian navigational charts produced in Everest datum. The variation in these parameters is considerable along the Indian coast and in Andaman & Nicobar and Lakshadweep islands (300 to 800 metres variations). Mariners are also advised to apply datum shift parameters (if available) on the Indian navigational charts before using Global Positioning System positions on Indian charts. These shift parameters are specified on the charts where observed, at a suitable position under legend note. Mariners are advised to use alternate methods of fixing while operating in restricted waters and in vicinity of dangers.

The Chief Hydrographer to the Govt. of India shall not be responsible for any marine accidents arising as a result of usage of GPS positions in WGS 84 datum in Indian navigational charts in Everest datum without the application of Datum Transformation Parameters/corrections where available or listed in the charts.

## **SECTION – X: REPORTING OF NAVIGATIONAL DANGERS**

### **Instructions for raising Hydrographic Note (Form IH 102)**

#### **Appeal to all Mariners:**

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office  
107-A, Rajpur Road,  
Post Box No. 75, Dehradun - 248 001  
(UTTARANCHAL), INDIA  
e-mail: - [nho@sancharnet.in](mailto:nho@sancharnet.in)  
Fax No.: (0135) 2748373  
WEB: [www.hydrobharat.org](http://www.hydrobharat.org)

#### **Instructions for filling up Form IH 102 (Overleaf)**

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

#### **Position Reporting**

3. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

#### **Depth Reporting**

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

*Please Note:* - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

**I.H. 102a (Revised 2003)**

**HYDROGRAPHIC NOTE FOR PORT INFORMATION**

**(For Reporting Changes to Port Information)**

(To accompanying Form I.H. 102)

Name and address of ship / sender:

\_\_\_\_\_ **Ref No.:** \_\_\_\_\_  
 \_\_\_\_\_ **Date :** \_\_\_\_\_  
 \_\_\_\_\_

**Fax No.:** \_\_\_\_\_, **E-mail:** \_\_\_\_\_

1.	<b>a) NAME OF THE PORT</b> : <b>b) Location</b> : <b>Lat:</b> _____, <b>Long:</b> _____ <b>c) Listing in Guide to Port Entry: Yes/No.</b> <b>Sl. No.:</b> _____	
2.	<b>NAME AND ADDRESS OF PORT AUTHORITIES</b> a) Name b) Address c) Phone d) Fax e) E-mail	
3.	<b>GENERAL REMARKS</b> a) Principal activities and trade b) Latest population figures and date c) Number of ships and tonnage handled per year d) Maximum size and draught of vessels handled. e) Copy of Port Handbook <i>if available</i> .	
4.	<b>ANCHORAGES</b> a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	<b>PILOTAGE</b> a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	<b>DIRECTIONS</b> a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	<b>POLLUTION CONTROL</b> a) Local regulations in force (if any)	

<p>8. <b>TUGS</b></p> <ul style="list-style-type: none"> <li>a) Number available</li> <li>b) Max. hp.</li> <li>c) Requesting authority</li> <li>d) Availability times</li> <li>e) Communication with Tugs</li> <li>f) Hiring Charges</li> </ul>	
<p>9. <b>BERTHING AND WHARVES</b></p> <ul style="list-style-type: none"> <li>a) Number of berths available</li> <li>b) Length,</li> <li>c) Depth alongside</li> <li>d) Facilities available.</li> <li>e) Procedures for requesting berthing and hiring charges</li> </ul>	
<p>10. <b>CARGO HANDLING</b></p> <ul style="list-style-type: none"> <li>a) Containers</li> <li>b) Lighters</li> <li>c) Roll on/ roll off, etc.</li> </ul>	
<p>11. <b>CRANES</b></p> <ul style="list-style-type: none"> <li>a) Brief details and max. capacity.</li> <li>b) Container handling facilities</li> </ul>	
<p>12. <b>BRIDGES</b></p> <p>Vertical clearances</p>	
<p>13. <b>REPAIRS</b></p> <ul style="list-style-type: none"> <li>a) Hull, machinery and underwater</li> <li>b) Ship and boat yards</li> <li>c) Docking or Slipway facilities (Give size of vessels handled or dimensions)</li> <li>d) Hards and ramps.</li> <li>e) Divers / Diving Assistance</li> </ul>	
<p>14. <b>RESCUE AND DISTRESS</b></p> <p>Salvage, lifeboat, coastguard, etc.</p>	
<p>15. <b>SUPPLIES</b></p> <ul style="list-style-type: none"> <li>a) Fuel with type and quantities available.</li> <li>b) Freshwater and rate of supply.</li> <li>c) Provisions</li> <li>d) Chart Agents</li> </ul>	
<p>16. <b>SERVICES</b></p> <ul style="list-style-type: none"> <li>a) Radio Telegrams/Telephony</li> <li>b) Medical.</li> <li>c) Quarantine</li> <li>d) Consuls.</li> <li>e) Ship chandlery and stevedores,</li> <li>f) Compass adjustment,</li> <li>g) Tank cleaning,</li> <li>h) Hull painting.</li> <li>j) Diving and underwater examination</li> <li>k) Police / Ambulance / Fire</li> <li>l) Navigational warnings and weather bulletins</li> <li>m) Garbage Disposal</li> <li>n) Telephones</li> <li>p) Waste oil disposal</li> </ul>	
<p>17. <b>COMMUNICATIONS</b></p> <ul style="list-style-type: none"> <li>a) Road, rail and air services available</li> <li>b) Nearest airport or airfield.</li> <li>c) Port Radio and Information service (Frequencies and operating hours)</li> </ul>	



18. <b>PORT AUTHORITY</b> Designation, address and telephone number.	
19. <b>SMALL CRAFT FACILITIES</b> a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. <b>SHORE LEAVE</b>	
21. <b>CLUBS / RECREATION / INFORMATION KIOSKS</b> – Their location.	
22. <b>VIEWS</b> (duly annotated) Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. (Picture postcards may also be useful).	

*Signature of Observer/Reporter.....*

**To**

*The Chief Hydrographer to the Government of India*

National Hydrographic Office  
107 A, Rajpur Road  
PO Box No. 75,  
Dehradun- 248001  
(UTTARANCHAL), INDIA

E Mail : [nho@sancharnet.com](mailto:nho@sancharnet.com)

Fax No.: 91- 0135- 2748373

WEB: [www.hydrobharat.org](http://www.hydrobharat.org)

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

Date : .....

Ref. No: .....

**Details of the Sender / Originator**

1. **Name of ship or sender:** .....
2. **Address of sender:** .....  
.....  
e-mail; Fax No.; Tel. No.:.....  
.....
3. **General Locality:** .....
4. **Chart / Publication Affected:**
  - a) Chart published by INHO / UKHO / other (Specify): .....
  - b) Chart No.: ..... Edition Date: .....
  - c) Latest Edition of Indian N to M held:.....

**Details of Changes / Dangers Observed**

5. **Object of Change:**

	<b>Date/Time of observation</b>	<b>Charted</b>	<b>Observed</b>	<b>Position/Area</b>
<b>(a) Bathymetry:</b>				
(i) Depth - .....	.....	.....	.....	.....
(ii) Depth Contour - .....	.....	.....	.....	.....
(iii) Channel Depth - .....	.....	.....	.....	.....
<b>(b) Navigational Dangers:</b>				
(i) New Shoals.....	.....	.....	.....	.....
(ii) New Rocks.....	.....	.....	.....	.....
(iii) New Reefs.....	.....	.....	.....	.....
(iv) New Wrecks.....	.....	.....	.....	.....
(v) New Nav-aid (Specify) - .....	.....	.....	.....	.....
<b>(c) Casualties to existing Nav-Aids:</b>				
(i) Buoys.....	.....	.....	.....	.....
(ii) Lights.....	.....	.....	.....	.....
(iii) Fog signals.....	.....	.....	.....	.....
(iv) Racons.....	.....	.....	.....	.....
(v) Transit Marks .....	.....	.....	.....	.....
(vi) Leading Lines.....	.....	.....	.....	.....
(vii) Clearance bearings.....	.....	.....	.....	.....
<b>(d) Designated Areas:</b>				
(i) Exercise Areas .....	.....	.....	.....	.....
(ii) Prohibited Areas .....	.....	.....	.....	.....
(iii) Pilot Station .....	.....	.....	.....	.....
(iv) Anchorage .....	.....	.....	.....	.....
(v) Foul Ground .....	.....	.....	.....	.....

- (e) Port Information:
- (i) Berthing .....
  - (ii) Cranage .....
  - (iii) Tugs .....
  - (iv) Dry Docks .....
  - (v) Repair Facilities .....
  - (vi) Pilotage .....
  - (vii) Fuel .....
  - (viii) Water .....
  - (ix) Any other (Specify) :.....
- (f) Environmental Data:
- (i) Met information .....
  - (ii) Tides and Tidal Stream . .....
  - (iii) Pollutants .....
  - (iv) Effluents.....
  - (v) Marine Life / Habitats
- (g) Other changes, if any, with Details: .....
6. **Information on the Positions of Danger / Changes Reported above:**
- (a) Positioning System used: .....
  - (b) Datum (WGS/Everest/ Local (Specify) : .....
  - (c) Accompanying plots / photographs if any: .....
7. **Information on the Soundings / Depths Reported above:**
- a) Echo Sounder (Type) used: .....
  - b) Draught of Vessel set on Echo Sounder: .....
  - c) Observed water depth vis-à-vis charted depth: .....
  - d) Echo-gram accompanying this report: Yes / No .....
  - e) Whether voltage drop existed in equipment at observation time .....
  - f) Data and Time of depth observation .....
8. **Limitations if any in Reporting the changes above** .....

Signature of the Master / Reporter

Date:

To

The Chief Hydrographer  
National Hydrographic Office  
107-A, Rajpur Road,  
Post Box No. 75, Dehradun - 248 001  
(UTTARANCHAL), INDIA

E-mail: - [nho@sancharnet.in](mailto:nho@sancharnet.in)  
Fax No.: (0135) 2748373  
WEB: - [www.hydrobharat.org](http://www.hydrobharat.org)

*Please Note:*

1. Please see over leaf for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

**TABLE FOR CONVERTING FEET AND FATHOMS TO METRES**

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	<b>Metres</b>	<b>Inches</b>	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	6.401	77		23.470	294	49	89.611	0.20	7.874	
22		6.706	78	13	23.774	300	50	91.440	0.30	11.811	
23		7.010	79		24.079	306	51	93.469	0.40	15.748	
24	4	7.315	80		24.384	312	52	95.098	0.50	19.685	
25		7.620	81	13½	24.689	318	53	96.926	0.60	23.622	
26		7.925	82		24.994	324	54	98.755	0.70	27.559	
27	4½	8.230	83		25.298	330	55	100.584	0.80	31.496	
28		8.534	84	14	25.603	336	56	102.413	0.90	35.433	
29		8.839	85		25.908	342	57	104.242	1.00	39.370	
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

## TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	<b>Inches</b>	<b>Feet</b>	<b>Metres</b>	<b>Factors</b>		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.197	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	<b>Fthms</b>	<b>Metres</b>	<b>Feet</b>	<b>Metres</b>		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	<b>Factor = 1 m = 3.280839895 feet or</b>					
37	121.391	20.232	93	305.118	50.853	<b>39370078740 inches = 0.546806649 fthm</b>					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						